

Series I  
Correspondence,  
1932-1973

Box 1, Folder 3

April 11, 1939 –  
June 28, 1939

Frame: 0051

Navy Yard, Mare Island, California,  
11 April, 1939.

Dear Tully:

I received your request to locate a story which might be suitable for your banquet, but I regret to say that none are available, which I consider worthy. Practically everyone desires to tell stories which are "filthy". This type of story is not tellable before the Naval Society of Engineers. I am sending you some stores that were given to me by the Navy Yard here. You may or may not, be able to use them. I have no feeling in the matter. In view of the Engineering Nature of the Society, it might be possible to use number "One" somehow. You will find that when dinner is over and you prepare to introduce your speakers the din from the tables will be so terrific that you will find it necessary to use your strong arm squad (yellow brassard) to ask them to be quiet, and you will also have to calm them over the loud speakers saying "Please be quiet", etc. Don't get mad at them for if you keep after them insistently, they will quiet down. It is my idea just as you calm them down to tell them story number "Two", saying about as follows, "Gentlemen I am about to introduce my first speaker, and I request therefore that everyone give me his attention. I hope that all hands enjoyed their dinner, but not to the extent of feeling too gay over it, as it may lead to difficulties. There was once a small bird perched in a tree on a cold winter day, and then go on with story number "Two", it should bring a laugh. Naturally there are other remarks that you might bring in if you should feel so inclined, but be sure that they are suitable for the Toast Master.

An introduction for yourself that you might use follows, "Gentlemen I am a nervous man, and as you know I am new at the job of acting as Toast Master for a Society such as yours. Watches bother me so please if you must look at your watch, do so below the table for if anything will make me forget my lines it would be to have you take your watches and hold them to your ears".

I am coming to Washington in a couple of days via Douglas Transport now in San Monica, California, and I plan to be in Washington for a few days. As soon as I arrive, I expect to hear of your magnificent performance. There is no one in whom I have more confidence than in you, and as I have told you

0053

before, I feel that you will make me look like the  
amateur, that I am.

Give my best to Rip and to both the Hazels.

I am

Your Pal,

0054

U. S. S. CLARK

- (1) Two trains approaching each other on the same track - both trains running at a speed of 60 miles per hour - on rounding a curve and no time to stop, the engineer of the train was asked "What would he do?" His answer was "Give her sand and open her wide open; if you are going to get hit, always hit back one harder."
- (2) It was a cold winter day; the ground was covered with snow. A small bird perched on a telephone wire; he was hungry and cold; no food in sight. Just then a farmer drove by with a team of horses; when he passed there was great rejoicing for there in the road was a beautiful dinner. Just when this poor little bird had partaken of plenty, a hawk zoomed down and devoured the bird. Motto: Don't get to gay with a belly full.
- (3) Mike was in this country only a few hours, and the first night he heard a great commotion on the street. On rushing out he saw several fire engines pass with fire and smoke coming out of the stack. On returning his brother asked what was the matter and Mike replied "I don't know, but I think they must be moving hell; I just saw several loads of it pass by."
- (4) What is an engineer?  
Ans: A jackass with his ears out off;.
- (5) Joe took his wife to the Fair and left her for a few minutes. The minutes quickly passed and soon a half hour had passed. When Joe appeared his wife questioned him as to where he had been so long. Joe told her that he had just dropped in at Sally Rand's Nude Ranch and "Don't you know I watched that girl pitch horse shoes fore twenty minutes and she couldn't even make a ringer."

Navy Yard, Mare Is., Calif.,  
11 April 1939

Mr. Wm. A. Bernrieder,  
Director of Civil Service,  
City Hall, Houston, Texas.

Dear Sir:

I am in receipt of a letter from Mr. Herbert L. Dozier, formerly a Chief Quartermaster in the United States Navy, in which he requests that I recommend him to you, if I feel that he is worthy. I am taking the liberty of writing direct to you as Director of Civil Service at Houston, Texas, with reference to the subject named man. As a matter of information I served with Mr. Dozier on the U.S.S. Richmond, and U.S.S. Ramapo, and while on shore duty in Hawaii. I have little recollection of Mr. Dozier on the U.S.S. Richmond, but while I was captain of the U.S.S. Ramapo, Mr. Dozier was my leading Chief Quartermaster, where I found him capable, devoted, intelligent, and thoroughly reliable. I was very happy to have him serve with me. However, duty such as the above has little reference to the type of work which he seeks now. But the work which he did on shore in Hawaii was very similar to the type of work which he desires to obtain under you. Mr. Dozier desires to serve in the Houston Police Force.

It may be of interest to you to know that during the time of the famous Massie case in Hawaii, when the Honolulu Police Department was in much difficulty, and when the public was aroused with a form of hysteria, Mr. Dozier served with me as my second leading man of the Naval Shore Patrol of which I had the honor to be the head. The Navy Shore Patrol during the year of unrest above referred to, was charged with great responsibilities as one in your position can well understand. The situation was so bad that the Federal Government sent a board from the Department of Justice to investigate the circumstances, and to study the situation for themselves. As a result of this investigation the Navy Shore Patrol was highly commended. Mr. Dozier as number two man of the Navy Shore Patrol had considerable to do with this fortunate result. I therefore recommend him to you as a man of clean habits, conscientious, and thoroughly reliable, and quite competent to serve on the Houston Police Force.

0056

His last duty as I remember was as Chief Quartermaster on the Yacht Sequoia which is the Yacht of the Secretary of the Navy.

Yours very truly,

R.W. BATES,  
Commander, U.S. Navy,  
Commanding, U.S.S. CLARK

0057

DD361/P18  
Serial 172

Navy Yard, Mare Island, California,  
11 April, 1939.

From: Commander R.W. Bates, U.S. Navy.  
(Commanding U.S.S. Clark (361)).  
To : Commander Destroyer Squadron Three.  
Subject: Leave, request for.

1. It is requested that I be granted fifteen (15) days leave commencing on or about 12 April, 1939.

2. My reason for this request is that I desire to visit Washington, D.C.

3. I am not a member of any court or board.

4. If this request is granted my address while on leave will be:  
University Club,  
Washington, D.C.

5. I have had nine (9) days leave this fiscal year.

F.W.DATES

-----

0058

Navy Yard, Mare Island, California,  
11 April, 1939.

Mr. M.L. Dozier,  
2718 White Oak Drive,  
Houston, Texas.

Dear Dozier:

Inclosed is a copy of a letter addressed to the  
Director of Civil Service at Houston, Texas, as per  
your request.

I think you will do very well in police work,  
as you, in some way, have a genuine desire for it. For  
a time I thought that you were going to be in the Virginia  
Police, but you evidently prefer Texas to Virginia.

It gives me a lot of pleasure to write this  
recommendation, and I hope that it is effective.

Sincerely,

R.W. Bates,  
Commander, U.S. Navy,  
Commanding U.S.S. Clark (361).

0059



DD361/P18-1  
Serial 206

Navy Yard, Mare Island, California,  
27 April, 1939.

From: Commander R.W.Bates, U.S.Navy.  
(Commanding U.S.S. CLARK ).  
To : Commander Destroyer Squadron Three.  
Subject: Leave - report return from.

Reference: (a) U.S.Navy Regulations, 1920, Article 1726 (3).  
(b) Comdesron 3 ltr. P18/00 of 11 April, 1939.

1. In accordance with reference (a), I report my return from fourteen (14) days leave commencing 13 April, 1939, and expiring 26 April, 1939, (inclusive) granted by reference (b).

2. Report of leave of absence (N.Nav.296) has been submitted to the Bureau of Navigation.

R.W.BATES

-----

0060

## REPORT OF LEAVE OF ABSENCE

(SEE INSTRUCTIONS BELOW)

U. S. S. CLARK (361)

27 April, 1939.

From: <sup>(Ship or Station)</sup> Commander R. W. Bates, U. S. Navy.  
<sub>(Commanding Officer)</sub>

To: BUREAU OF NAVIGATION, NAVY DEPARTMENT.

Subject: { Report of leave of absence.  
~~Report of authorized delay counting as leave of absence.~~

In conformity with requirements of U. S. Navy Regulations, I report the following leave of absence taken by:

BATES, Richard W.

Commander, U. S. N. 673

<sup>(Name, surname first)</sup> COMDESRON 3 <sup>(Rank and corps)</sup> 11 April, 1939. <sup>(Signal number)</sup>

under orders of \_\_\_\_\_, dated \_\_\_\_\_.

NOTE.—Use either (a) or (b). Do not use both for same leave.

(a) Leave: Total number of days, *including* any travel time 14

(b) Delay counting as leave or leave between stations: Total number of days, *excluding* preparation period of 4 days and *excluding* allowance for travel time from old to new station via shortest usually traveled route \_\_\_\_\_

Commencing with 13 April, 1939.

(See instructions)

Expiring with 26 April, 1939.

(See instructions)

} Insert inclusive dates to agree  
with number of days leave.

R. W. BATES.

(Signature of Commanding Officer)

### INSTRUCTIONS

1. The day of departure from station or duty counts as a day of duty; the day of return as a day of leave. This refers to leave taken when not detached from ship or station (see Article 1727, Navy Regulations).

2. In cases of authorized delay counting as leave, this form should be submitted in *addition* to the B-slip form.

3. This report will be made at expiration of leave by the immediate superior of the officer to whom the leave is granted and forwarded immediately to the Navy Department (Bureau of Navigation). Care must be taken to insure that correct number of days of leave is reported and corresponds with the inclusive dates reported.

0061

Navy Yard, Mare Island, California,  
1 May, 1939.

Dear Henry:

I received your letter with a great deal of interest. Needless to say was very glad to note that you were to remain with Admiral Pye as Flag Lieutenant. I think everyone here is not only pleased with Admiral Pye's assignment as Commander Destroyers, Battle Force, but also pleased that you are to remain with him.

I was sorry to note that most of the fleet did not get to New York. The whole thing was too bad, not only for the Fair itself, which was, presumably, the basic political motive for sending the fleet east, but also for those wives who ventured so far to such an unhappy ending.

It may interest you to know that I took a few days leave the other day myself, jumped into a plane and was in Washington the next day. I remained there a couple of days, went up to see the New York Fair, which, although not open, was seen, nevertheless, in a general way by me. I obtained a pass from Commander Flannigan and managed to see the outside of several buildings, but did not get into any of them as they were not opened to visitors. I saw about everyone in the Navy Department and talked over lots of things with Navigation, Fleet Training, Engineering, and Ordnance in particular. Everybody seemed very glad to see me which was most gratifying. I stayed at the University Club and everyone there asked about you. It would appear as if everyone, even though you had been away two years, still thought highly of you.

I saw Dick Bonnevale, Leighton Rogers, who has quit the Aeronautical Chamber of Commerce, Donald Dudley, and many others. As a matter of interest, during my short stay in Washington, the professional girls bowled the club, and I was present then also.

While in Washington I discovered that, unless something to the contrary occurs, Green Dugger will be Commander Destroyer Division FIVE and Ruddock Commander Destroyer Division SIX. As I have a high regard for both of these "boys" I can foresee a successful year for Destroyer Squadron THREE. I saw both Captain Train and Captain Lowry about Captain Hickey's orders and it now looks as Captain Hickey will be Chief of Staff at Panama, leaving here about 10 June. When I get to San Diego or when I see you here around San Francisco, I will give you all the dope about the Washington scene.

0062

While I am writing to you I am going to bring up one unpleasant note. We received a letter the other day from Admiral Pye, but evidently written by Miller which socks us a penalty of 4.5 in Communications for a violation of Communication Instructions.

There isn't much that we can do about this because we are too far away and because we will probably not be together again for several additional months. I imagine that you were away when this matter came to a head because I feel that if you had been present to handle the matter of visual signals the action of Commander Destroyer Flotilla ONE would not have been so severe. Needless to say, communications on the CLARK have not been generally up to the high standard which I had expected and this can be directly attributed to the constant turnover of personnel. As an indication of this, attention is invited to the fact that I have had a turnover of 70 percent in the Commander Destroyer Squadron THREE and CLARK bridge personnel and this includes the Chief Signalman.

When we started south from San Diego I lost my Communication Officer, Ensign Heywood. This necessitated making Lieutenant (jg) Smith and Lieutenant (jg) Rider joint signal officers and every effort was made to avoid making any communication errors during the cruise. Had it not been for the courtesy of the CLARK personnel in doing work for others it appears that we would have succeeded in this effort. It is standard practice, as you well know, for destroyers in a nest to function exactly as the CLARK did alongside the CUYAMA. In this case the CUYAMA was endeavoring to receive a message and for some reason could not do so. The signalman on the CUYAMA called over to the CLARK and asked our man to catch it for him, which was done. The message was then sent over to the CUYAMA on a string, but was, at the same time, entered in the CLARKS signal log. The CUYAMA states that it did not receive the message. This merely means that the signalman on the CUYAMA failed to record the signal, and has either forgot about it or has been transferred. Frankly signals are much better handled in destroyers than on the tankers. Their force is very small, their practice slight, and their records probably poor when under pressure. I think Miller's attitude was correct from a radio view point and, on this basis, I concur with him that we should receive the full penalty. Practices such as the above could not possibly be permitted in radio. However, in visual signalling, in the nest, the practice referred to by the CLARK is standard practice and has so been considered for years. The ship with the guard duty receives messages for any ship in the nest and

0063

often utilizes the personnel of a ship not having the duty if required and available.

The letter drawn up by the CLARK asking for a remission of this penalty, which the CLARK felt it did not deserve, and which it felt that the Flotilla Commander was not informed on, was drawn up with the advice of Lieutenant Willis, who has assured me that my statements in this case as to practice are correct.

In view of the letter of Commander Destroyer Flotilla ONE, which has penalized the CLARK for a practice, which, while perhaps not legal under the Communication Instructions, has operated satisfactorily for many years, it has now become necessary to issue instructions that no assistance is to be given any ship in the nest unless the matter is handled by the CLARK officially. I understand that such instructions are being issued by Commander Destroyer Squadron THREE. Frankly I do not believe that it is the intention of Commander Destroyer Flotilla ONE to so restrict the operations of the signal forces within the signal nest. But, under the basic letter above referred to, there seems no "out" for us.

I regret very much that I did not see your sister-in-law in San Francisco. I misplaced her address and have not even now found it. As you have not indicated as to what it is now, I should appreciate a reply from you indicating her whereabouts, so that I may make my obeisance to her.

The weather at Mare Island is swell and our overhaul is proceeding satisfactorily. The high pressure turbine is up and has been examined thoroughly. It is in excellent condition, which I know will be of interest to Stokes as well as to the Bureau of Engineering, as this is the first 1850 turbine to be lifted since commissioning. The yard is very friendly and everyone is enjoying their stay not only because of work accomplished but because of the friends made. I have been watching the overhaul closely because as you probably know, next year will be tough for the CLARK for a while. I am losing McCracken, Mumma, Rider, and Ferguson with a great possibility of losing Smith as he desires to go to Submarine School. When I was in Washington Navigation said that they were familiar with the condition of the CLARK and, if Smith was selected, they would not send him before the December class. It will be helpful. I had planned to send Smith and Callery, our new gunnery officer, to the Torpedo and Gunnery School respectively

0064

this summer, but with a new Squadron Commander and a new Squadron Communication Officer I feel reluctant to let Smith go to school, and I have so advised him. I hope that Navigation can avoid situations similar to this. It does seem as if it would be a smart thing to limit the detachment of officers to not more than one third per year.

The CLARK still seems to be leading the destroyers in Engineering which is naturally very gratifying, but now that the WINSLOW is to be given another 3,000 miles by herself plus five weeks at anchor it may be that the lead which we have worked so hard to obtain and maintain, will exist no more. Certainly we can do nothing about it here as our cards are on the table for anyone to see.

This is a long letter and if you find it difficult to consume at one sitting it may be a good idea to read it in relays.

My best regards to everyone on the staff and in particular to the Admiral, for whom I have a deep regard, and under whom I consider myself fortunate to serve. He is without doubt the outstanding mind in the Navy. Give my best to Ruddock, Baker, Stokes, and Miller. As for yourself, congratulations on your new job.

As ever,

your old pal,

Commander T.H.Hederman,  
U.S.S. Raleigh,  
Postmaster, San Diego, California.

P.S. Captain Hickey is to get two months leave sailing from New York about 16 August.

0065

U.S.S. CLARK (361),

Navy Yard, Mare Island, California,  
4 May, 1939.

Dear Harris:

I am writing to you for two reasons, one is to thank you very much for your courtesy in looking out for me on my trip to and from Washington - the other is to request that when my young First Lieutenant, Lieutenant (junior grade) Eugene C. Rider, comes in to see you, that you will give him the same attention that you so kindly gave me.

Lieutenant (junior grade) Rider is on fifteen days leave, and flies east tomorrow in the J.O. 14 with Lieutenant Robert Purvis. I arranged the whole thing for him with Purvis, and I hope that in so doing, I did not go counter to your wishes. Lieutenant (junior grade) Rider will see you about making a trip back in one of your planes if possible, but he realizes that if a plane is not available, or if you have no room for him, he must make his return back home on his own.

I cannot begin to tell you how much I enjoyed my trip to the coast with Purvis. He is an excellent flyer and the trip was the calmest trip that I have ever taken. For some reason the air was as smooth as the sidewalk, and even crossing the mountains there was not the slightest motion in the plane.

All in all as you can readily see I had a swell time, and I am grateful,

Very sincerely yours,

R.W. Bates,  
Commander, U.S. Navy,  
Commanding U.S.S. Clark (361).

Lieutenant Commander J.W. Harris, U.S.N.  
Bureau of Aeronautics,  
Navy Department,  
Washington, D.C.

0066

U.S.S. CLARK (361),  
Navy Yard, Mare Island, Calif.,  
10 May, 1939.


MEMORANDUM FOR ALL SHIP'S INSPECTORS AND SUB-INSPECTORS:

I have noted recently that there is a growing tendency of the yard force to install work or do repair work in a somewhat careless manner. I have particularly noted:

- (a) Unsatisfactory installations, such as the maindeck bulwarks where the waterways, were not in the way of the freeing ports, and where the welding was not thorough. Sharp edges harbinger rust.
- (b) Unsatisfactory wiring work. I have noted replacement of wiring which instead of enhancing the beauty destroyed the beauty of the compartment. Wiring should be put in straight - relatively taut and equi-distant from adjacent straight edges and at a uniform distance from the overhead where possible.
- (c) Unsatisfactory performance as regards time and yard man power. Some jobs such as the Executive Officers stateroom have lagged behind and I have personally noted loafing of yard personnel on this job. Where delays occur or where yard personnel either have nothing to do or are loafing on their job I want to be informed so that I may inform the yard. It must be remembered that we are on a definite budget from Commander Destroyer Flotilla One, and this money must be spent in work accomplished.

NOTE: In addition I note a tendency in our own personnel to "take it easy". The CLARK is recognized as the cleanest and best looking ship in the destroyer force. I want it to remain so. A good overhaul now will save untold hours of hard work later. For example when decks are scraped and non-galvanized metal is exposed these decks should be instantly painted or else rust will get into the metal and will give trouble ever after. Only that metal which can be painted during working hours should be exposed at any one time.

Lets get after these items.

  
R.W. Bates,  
Commander, U.S. Navy,  
Commanding U.S.S. Clark (361).

0067



U.S.S. CLARK (361)

Navy Yard, Mare Island, California,  
11 May, 1939.

Dear Sir:

It has come to my attention that Mr. Frederic Parker Sands of New York City has applied for a commission in the Intelligence Branch of the Volunteer Naval Reserve, Class I-V(C).

In connection with this application, I desire to state that I have known Mr. Sands since his boyhood, and as he is now twenty-eight years of age, I feel that the approximately twenty-seven years of my association with him should make me particularly able to comment on his capabilities.

From an early age Mr. Sands has been interested in the sea. His maternal grandfather was Rear Admiral William F. Pullam, U.S. Navy, and a considerable portion of Mr. Sands' early life was lived with the Pullam family.

He is a graduate of Princeton University, and for the past few years, has been associated with S.B. Grace and Company, New York City. He is not afraid to work, and from the time of joining that company until now has served on the various Grace ships which operate in the South American trade. He has devoted his time, primarily, towards an understanding of the freight and purser departments, but, while working in these departments, he has had considerable opportunity to learn something concerning those foreign countries in Latin America where the Grace ships operate.

He is a very alert, capable, conscientious, hardworking, loyal, intelligent young man who, in my mind would be a valuable addition to our Navy in the I-V(C) Branch of the Reserve which he seeks to enter, and for which I most highly recommend him.

Yours very respectfully,

R.S. Bates,  
Commander, U.S. Navy,  
Commanding U.S.S. Clark (361).

Commandant Third Naval District,  
New York, N.Y.

0068

U.S.S. CLARK (361),

Navy Yard, Mare Island, California,  
11 May, 1939.

Dear Buhler:

I am in receipt of a note from you written on the back of a snap-shot which you sent me recently. I cannot say that I am impressed with my picture taken as it was at seven o'clock in the morning at the University Club Locker Room. Certainly I cannot criticize your photography. I must unfortunately accept the picture as a sober indication as to how I actually look at such an hour.

I can assure you however, that the photograph will be given no particular publicity by me. I am planning to retain it, to show to any sweet creature who wishes to deprive me of my bachelorhood. I think this candid photo will be sufficient to drive her away.

Many thanks,

Yours very sincerely,

R.W. Bates,  
Commander, U.S. Navy,  
Commanding U.S.S. Clark (361).

Mr. E.O. Buhler,  
University Club,  
Washington, D.C.

0069

U.S.S. CLARK (361)

Navy Yard, Mare Island, Calif.,  
13 May, 1939.

Dear Marianna:

I suppose that you have been wondering what has become of me - at least I pride myself that that is so. I am writing therefore to you for two reasons - the first, to forward to you the letter of recommendation which I have written for your son as per your request - the other, to tell you what is going on.

After leaving New York I went to Washington and went into the Reserve Section to see if I could expedite Freddie's papers, but it seems that everything must take the usual channels. I didn't see Ham Bryan although I understand that he is in charge of the desk in Naval Intelligence which passes on candidates for the Reserve. I did see however, Commander John Kane, who married Cordella Pringle, daughter of Admiral Pringle, John is also in the Reserve section and he said that he would keep a weather eye out for the papers in this case. So, it is my guess that whether you have waited for my letter or not the road is well greased.

I have not as yet seen Rhoda, but I had quite a talk with her last night over the telephone and next week we plan to do the town. I tried to get her immediately upon my return to California because I knew that she and her children would be interested in hearing of their sister and aunt. Rhoda however, was very difficult to locate as she has evidently got the Fullam trait of being popular. Needless to say Mrs. Emory Sands, as I recollect, was in the Washington papers everyday. It was terrible, wasn't it?

It was quite nice to see you in New York, and I regret very much my not being able to dine with you at your dinner party.

It would have been a lot of fun for me to have met some of your New York friends, but whether I dined with you or not, I did have the satisfaction to note that you were not only well but quite content, and I shall convey to your sister a similar observation.

Things out here are about the same as they were when you were here long ago. I don't think society is quite as active as in Washington, but I don't know this definitely because I have endeavored to keep out of the social racket. I enjoyed the activities in Washington so much that I am content to watch the show pass by - that is, for the present.

0070

U.S.S. CLARK (361)

Take care of yourself and don't get crushed in the  
rush to the New York Fair.

As ever,

your old sidekick,

Mrs. Emory Sands,  
116 East 63rd Street,  
New York, N.Y.

0071

Navy Yard, Mare Island, California,  
1 June, 1939.

Dear Naquin:

This is merely a letter to express to you my personal regret at the loss of your good ship SQUALUS recently. I was talking with Admiral Hugo W. Osterhaus about this mishap today, and it would have done your heart good to hear the strong opinion that Admiral Osterhaus has concerning your capabilities as a naval officer. I was very happy to completely and thoroughly underwrite every word of Admiral Osterhaus's statement, because he and I both well know what a fine officer and gentleman you actually are.

I felt when you were ordered to command the SQUALUS that both you and your ship were lucky indeed, and I still persist in that opinion. It struck me from the evidence that I read in the papers that you, and your crew, handled yourselves in a highly commendable manner worthy of our best traditions, and I was and am glad to know you.

There is no doubt but that you have been through a hell of an experience, and there is very little that I can say except this "Keep a stiff upper lip and don't worry".

My very best regards to you, and Mrs. Naquin.

Sincerely,

R.W. Bates,  
Commander, U.S.Navy,  
Commanding, U.S.S. Clark (361).

Lieut. Comdr. Oliver F. Naquin, U.S.N.  
U.S. Navy Yard,  
Portsmouth, N.H.

0072

U. S. S. CLARK

Navy Yard, Mare Island, California,  
17 June, 1939.

Dear Foskett:

The CLARK flying the broad command pennant of Commander Destroyer Squadron THREE in company with DOWNES, CONYNGHAM, and CASSIN is scheduled to anchor in San Francisco, about 27 June, 1939.

Could you supply the following information:

- (a) Is it customary for the Senior Officer Present Afloat to call on the Commandant when anchoring in the harbor.
- (b) If so where should the call be made, and what uniform should be worn?

It was nice to see you at Admiral Hopburn's the other day, and I hope to see you again before you leave for your new command.

With best regards,

Commander J.H.Foskett, U.S.N.  
Aide to Commandant, 12th Naval District,  
San Francisco, California.

0073

In Reply  
Refer To

U. S. S. CLARK

Navy Yard, Mare Island, California,  
17 June, 1939.

Dear Henry:

A matter has just come up which I feel you can readily settle. This is it. The CLARK and Destroyer Division Five less CUMMINGS joins Flotilla One, and Destroyers, Battle Force, at San Francisco on 2 July, 1939. Both myself and the Commodore will have occasion to call on Commander Destroyer Flotilla One, and Commander Destroyers, Battle Force. Please advise as soon as possible as to the uniform to be worn for reporting.

There is an additional matter which is of interest to us when we arrive in San Francisco on 27 June. We should like to know what our anchorage assignments are to be during the stay of the Fleet, so that we may get in our "Holes" on 27 June without additional shifting to new berths on 2 July.

With best regards.

Commander T.H.Hederman, U.S.N.  
U.S.S. CONCORD,  
San Diego, California.

0074

Navy Yard, Mare Island, Calif.,  
17 June 1939

My Dear Kercheval:

You may be pleased to know that on receipt of a dispatch from your Commanding Officer, which stated that you might expect you to report on board the CLARK at San Francisco on 30 June, arrangements were made with Commander *Destroyers* Battle Force for you to report to the Torpedo School about that date.

I am writing a letter to your Commanding Officer advising him as to the decision of Commander Destroyers as indicated above and requesting you not be delayed beyond that date.

I understand from the CASSIN that Ensign Tate is not going to the Torpedo School. I have been wondering whether the dispatch from the MARYLAND to Bureau Navigation concerning Ensign Tate should not have been, in fact, concerning you rather than him.

Your duties on board the CLARK will be Torpedo Officer and Communication Officer, so I am anxious that you should study torpedoes as much as you can up there prior to your detachment and this study should make it easier for you to pick up the Torpedo Course at San Diego, "late".

*Please keep me advised.*

With Best Regards,

I am very truly yours,

R.W. BATES,  
Commander, USN,  
Commanding Officer USS CLARK.

Ensign J.M. Kercheval  
U.S.S. MARYLAND,  
Navy Yard, Bremerton,  
Washington.

0075



In Reply  
Refer To

U. S. S. CLARK

Navy Yard, Mare Island, California,  
19 June, 1939.

Dear Gross:

The famous pocket-book has finally come home to roost. Thank you very much for the assistance you gave me in obtaining it.

Could you tell me whether you paid for it, or whether it was charged to my account by Milners. Strange as it may seem, I cannot recollect having paid for it, and if I owe you any money, I would appreciate it if you would promptly advise me.

We are nearing the completion of our Navy Yard Overhaul, and will then go to San Francisco until the middle of July. We should be in San Diego after that date for an indefinite time. I am looking forward to seeing you and Mrs. Gross, then, or even sooner.

With appreciations for your courtesy, I am  
as ever your old friend,

Commander R.F. Gross,  
7 Chester Place,  
Los Angeles, California.

0076

U. S. S. CLARK

Navy Yard, Mare Island, California,  
19 June, 1939.

Dear Craig:

I noted, with interest the other day, the orders for the detachment of Lieutenant (Junior grade) Frank M. Smith, U.S. Navy, who is to be ordered to the Submarine School in January, 1940. This means that we will lose him probably in December, 1939.

When I was in Washington, a short month ago, and had the pleasure of speaking to you for a few minutes you advised that it was your plan, if possible, to keep eight officers on the 1850 ton destroyers. You might be interested to know therefore, that under the present set up, we will have eight officers until December, 1939, but with the detachment of Lieutenant (Junior grade) Smith, we will have but seven. Is it your plan to supply a replacement for Smith, and if so, when may he be expected?

In connection with the above it is my belief that it would be advisable to send the relief ahead of time, in order that I may break him in, prior to Smith's departure.

I suppose that you are well acquainted with the condition of the CLARK as regards officer personnel. However, as a matter of information, let me tell you that most of the officers are being detached now, and, when I go to sea on 27 June, 1939, the only officer on the ship, who will have had any experience on this ship will be Lieutenant (Junior grade) Smith. The Gunnery Officer, has had some experience, but he is at the Gunnery School at San Diego.

It was nice to see you while in Washington, and I am sorry that I did not have the pleasure of seeing your wife and family.

With best regards,

I am as ever,

Lt. John R. Craig,  
Bureau of Navigation,  
Navy Department,  
Washington, D.C.

R.W. Bates,  
Commander, U.S. Navy,  
Commanding, U.S.S. Clark (361).

0077

U. S. S. CLARK

Navy Yard, Mare Island, California,  
19 June, 1939.

Dear Captain:

I hate to be a nuisance, and I am afraid that you may think that I am, because of my inquiries which have been addressed to the MARYLAND concerning the detachment of Ensign Robert M. Kercheval, U.S. Navy.

I realize the great difficulties incident to a Navy Yard Overhaul, and the up-setting situations that result with the detachment of officers "in bulk."

I was very pleased therefore, to receive your dispatch stating that Ensign Kercheval could be expected on board this vessel on or about 30 June, 1939. Sometime ago Ensign Kercheval was designated for the Destroyers, Battle Force Torpedo School, for two reasons, one being that his type of work on board the MARYLAND seemed to make him suitable as a student, and the other being that he particularly requested the Torpedo School.

What I am writing about to you now is this; Commander Destroyers, Battle Force (in view of your dispatch referred to above) has authorized me to delay Ensign Kercheval's reporting until 30 June, 1939. I am therefore writing to ask that, if consistent with your plans, you will detach him in sufficient time to report aboard here on or before 30 June, 1939.

Many thanks for your kindness in this matter.

I am,

Very truly yours,

Captain George C. Logan,  
U.S.S. MARYLAND,  
Navy Yard, Puget Sound,  
Washington.

R.W. Bates,  
Commander, U.S. Navy,  
Commanding, U.S.S. Clark (361).

0078

Personal File

Navy Yard, Mare Island, California,  
24 June, 1939.

Dear Rufus:

Thank you very much for your letter of 23 June, 1939, relative to the preliminary "get together" prior to the Junior Chamber of Commerce Navy Ball.

The officers of this Squadron, I feel quite certain would like very much to attend this "get together", but unfortunately - you know there is always a "but" - the ships of this Squadron will be at sea off San Francisco that day, running post-repair trials, and calibrating radio direction finders. There is no assurance that they will be at anchor by 5 o'clock, and therefore it seems unwise to accept your invitation.

Please convey our sincere regrets to members of the Ballyhoo Committee, and likewise please extend my best to the Admiral and Miss Hepburn, I think that they are "swell".

I note in "Time" this week that the Navy Exhibit at the Exposition ~~will be~~ given quite a send off, and as it is my "brain child", you can imagine how gratified I am to note this approval.

With best regards,

As ever,

R.W.Bates,  
Commander, U.S.Navy,  
Commanding, U.S.S. Clark (361).

Lieut. R.G.Thayer, U.S.N.  
12th Naval District Headquarters,  
San Francisco, California.

0079

San Francisco, California,  
28 June, 1939.

MEMORANDUM FOR COMMANDING OFFICER, U.S.S. WORDEN:

With reference to the party given by the Forces Afloat at the Navy Yard, Mare Island, California, on Wednesday, 7 June, 1939, your attention is invited to the fact that I have no record of having received payment from the WORDEN. My records indicate that all other ships have paid, and I have personally already paid the Officer's Recreation Center.

I likewise have no recollection of having received payment from the WORDEN. May I ask that you forward me a check in the amount of \$6.56, which is your share of the total bill, and which was determined by the number of officer's from the WORDEN who signified their intention of attending - or four multiplied by the average cost of \$1.64 per person.

Should this bill have been paid, and my book-keeping be inaccurate, a note from you to this effect would be appreciated.

Thank you very much,

R.W. BATES,  
Commander, U.S. Navy,  
Commanding, U.S.S. Clark (361).

0080

San Francisco, California,  
28 June, 1939.

Dear Mumma:

We got away from the Navy Yard on time, but almost did not, because of the valves in the intake oil manifold in the forward fireroom. Several of the valves failed to take suction and MacKay thought that the suction line from A-407 was ruptured, thus oil from the high tank A7-F was leaking into A-407 suction line, and A-407 was filling at the rate of 4 inches per day from A-7-F. This necessitated an all night job by the hard of cleaning out A-7-F and A-407, and testing the suction line. The line was found absolutely intact. Investigation was then made of the manifold and this disclosed that the two valves concerned were leaking. A large piece of rubber was found in the valve to A-407 which may have caused the leakage. Valves have now been repaired, and the line is tight.

I am telling you about this so that, in the future, after using bad oil such as the Panama oil was, you will make arrangements to see that the service tanks are cleaned when opportunity offers. This should have been done at Mare Island. Twenty-five inches of vacuum on the yard cleaning machine was unable to remove the sludge in A-7. Hot water had to be forced through before this could be taken out.

The WINSLOW has now passed us in the Engineering Competition, but both you and I know that it was no competition at all, instead it was just a plain robbery. She has about 98 for the year, whereas we have 96. Now in God's name she could raise herself five points in three months is beyond me. I thought that Houdini had died long ago, but if he did not he must be on board the WINSLOW or else the rumor connected with the Texas oil fueling must have some foundation. However, I don't want you to feel badly about it. There is no doubt in my mind but that you performed an excellent job as Engineer Officer. I do not believe that anyone could have done better and on performance I firmly believe that you were entitled to receive the Engineering Trophy.

I suggest that you go to Fleet Training, and at the Engineering desk, tell them about it, and if you feel like it you might let them have a loud "blast".

0081

We are now in San Francisco where the weather is so foggy that we have not been able to get underway to test the fine qualities of the new "props". However, at fifteen knots coming from Mare Island, they seemed o.k.

There are two matters which I wish to discuss with you before I sign off. One is this - you took some pictures of the gang at Yosemite Valley. I should like a set of them, and I might add that I expect to pay for them. The other matter is the fact that you got away from here without paying \$1.64 due for the "Officer's party" which you attended with MacKay. You and the Commodore were both detached before I had a chance to find out what the charge per person was.

I hope that this letter finds you, and the wife and family in excellent health, and I hope that your tour across the continent was an enjoyable one, without any "bearish" incidents.

A card from Captain Hickey from Lordsburg, New Mexico, states that he is speeding along with a car full of dry ice. Too hot I guess.

Give my best to every body in the bureau.

I should appreciate it if you would see Captain Irish, and give him my warmest personal regards,

Very sincerely yours,

E.W.Dates,  
Commander, U.S.Navy,  
Commanding, U.S.S.Clark (361).

Lieutenant Albert G. Mumma, U.S.N.  
Bureau of Engineering,  
Navy Department,  
Washington, D.C.

0082